

HINTS ON COLONIZATION.

TRANSLATED FROM THE FRENCH.

To-day one dreams of nothing but colonization and France is always being found fault with for not imitating boldly the Anglo-Saxon race.

Without admitting that France has nothing to study, nothing to modify as to her colonization system, it is but just to consider why Anglo-Saxon colonies prosper.

Well, then, the first great English colony, North America, owes its foundation to the religious persecution of the Anglican Church, which persecuted Catholics and dissenting Protestants with the same fury. This colony, thanks to the unjustifiable proceedings of the ministers of George III. and thanks to the aid of France, became a beautiful and great republic independent of England.

In England and in the British Isles, primogeniture, the laws against the partition and acquisition of the national soil, consoling many of the fine sons of the wealthy class to expatriate themselves. The climate has also something to do with it.

In the British Isles and especially in England the working classes marry very young, and have enormous families; the clergy marry too, and often have families very poor. For all such there is no place, with the present territorial laws in force.

In Ireland, poverty, bad harvests, and the inhuman proceedings of the big proprietors, mostly Protestants, and finally the religious persecution against the Catholics, provided a movement abroad advantageous to the English, for in the United States it is the Irish who are the most bitter against England. In the Australian Colonies, the Irishman often fills the highest official positions, a sufficiently grave condemnation to the English.

In Scotland the movement is favoured also by the laws of primogeniture, territorial laws, the appropriation of land for deer forests, and finally the spirit of adventure in the Scotchman, who is more cosmopolitan than the pure Englishman, and is easily adapted to foreign countries. The Scotchman also is very high placed in the colonies. Now, the Australian Colonies do not want any more workmen without capital; America also is shutting its doors to colonies without means; and as the working classes are always improvident and continue to marry young, the social question has established itself and recurs every year with an unquieting persistence; for a great number of workmen will not emigrate, and will strive to make good their rights to the soil. Hence this feverish activity in Africa in order to ward off the social question raised by a number of advanced journals. But, would France accept a social system like that of the British Isles? I think not. The traditions of 1789 do not allow us to suppose it, and we know, complete partisans of colonization though we be, that the system of equality and democracy in France is more humane, more just, more equitable than that of the British Isles.

What is to be done then? Assist energetically the foundation in French Colonies of agricultural and commercial associations, and give them every facility to develop the resources of the country, and when a Frenchman or Frenchwoman wish to emigrate, direct this current to the French colonies according to the aptitude of the colonist. Assist voyages of young men to the colonies; give grants of land, like the Australian Colonies, with easy payments and with the condition to build upon it a dwelling; encourage voyages with commercial objects on the part of firms in the great French centres; give to French youths a taste for travel, by *Geographical-Commercial* studies, by alluring publications scattered in the libraries attached to the Schools and Colleges and public libraries throughout the whole of France.

France actually has some very lovely colonies. (Possessions would have been in a more correct word to use in this connection.—Ed. *Hongkong Telegraph*.) By these means they will become colonies in feeling, (*colonies de sympathie*) and a commercial centre for the enterprising Frenchmen, of whom fortunately there are never wanting. But it is especially to the youth that one must address oneself, and Governors who are not over fifty (!) should be sent to tropical Colonies, so that they can get acclimatized, remain there, and become well acquainted with affairs in general.

(Sd) J. W. HAY.

JAPANESE ENTERPRISE.

NEW JAPANESE STEAMSHIP LINES.

VESSLS FOR THE YAMATO, FORMOSA, KUROKO, AND AMERICA.

The *Yamato* steamer, on the authority of the Board of Directors of the Osaka Steamship Co., an account of the plans which it is intended to put shortly into execution. Six steamers a month are to be put on the route, four of them being reserved principally for use of the military authorities. The three new steamers, the *Takachi*, *Takama* and *Takuma* (each 3,100 tons), which are expected shortly from England, will be put on the line running via Okinawa, while the four vessels, *Kelung*, *Anhui*, *Takao* and *Tamari* (each 1,800 tons), which are now being examined at Kobe, will be run direct to the *Nippon* steamer, recently launched at the Mitsui Bishi Yards, Nagasaki, together with three older vessels—*Suma*, *Akashi* and *Enshima*—will be employed in the coasting trade at Formosa. In order to facilitate communication between the ports of the island, it is further proposed to construct piers and warehouses and increase the number of lighters and steam launches at the various Formosan ports.

THE YAMATO ROUTE.

The service to the Yangtze is to be opened in January next. The fleet of steamers (each of 700 tons) for the service are being built at the Osaka Iron Works. The Company is prepared to build another large vessel of 7,000 tons before the end of the year. The principal object of the service being to carry mail, the steamers will connect with the Nippon Yusen Kaisha steamers at Shanghai or Tientsin. The service to Korea will be extended gradually. Hitherto vessels have been sent occasionally to the Hakkaido and other ports, but in future no vessel will be run except on the regular line. Further developments will also place with regard to the service in China and in the South Sea Islands. It is estimated that the scheme can be carried out with a paid-up capital of 4,000,000 yen. The reserves of the Company exceed a million yen. A Government subsidy amounting to 725,250 yen will be received, including 465,250 yen for the Formosa service, 150,000 yen for the transportation of mail, and 100,000 yen for the Yangtze service, from the second half of the present year.

EUROPEAN AND AMERICAN LINES.

The Board of Directors of the Oriental Steamship Company held a meeting on the 23rd inst., and received the report of Mr. Amano, the President, who recently returned from England, where he went to place orders for vessels and to investigate the prospects of the Company's proposed services. According to the verbatim report, the scheme of the Company was to open three lines, namely—between Yokohama and San Francisco, Yokohama and Hamburg via Batavia, and Yokohama and New York via Brazil, round the Cape of Good Hope. Mr. Amano went to England to order seven steamers,

but during his stay in London, the scheme had to be altered. He ordered three steamers each of 6,000 tons, with 7,500 horse power, and a speed of 17 knots, for the line between San Francisco and Yokohama, and made an arrangement for a connection with the Southern Pacific Railway Company of America. The vessels are expected to be completed during the next year.

The construction of the four other steamers was postponed, because at the time of Mr. Amano's visit the proposal was made to amend the Steam Navigation Management Law. These vessels were to be of 5,000 tons each with a speed of 14 knots. The Yokohama-Batavia line had to be abandoned for the present, on account of the failure of negotiations respecting the carrying of oil-torpedo of the return voyage. The Company is, according to the *Kobe Chronicle*, still investigating the prospect of the line to New York, which are considered to be very promising. As a Treaty has been concluded with Great Britain, it is stated, it is to be opened up with that country. When it is decided to open the line, the Company proposes to order the vessels from England.

THE NEW SANITARY BY-LAWS.

SPECIAL MEETING OF THE SANITARY BOARD.

Yesterday afternoon a special meeting of the Hongkong Sanitary Board was held at the offices to consider the amendments made by the Legislative Council on the 10th instant in the by-law made under section 13 of Ordinance 15 of 1895. The *Daily Press* appears to have "got wind" of the meeting, but the *Telegraph* and the *China Mail* were not notified of it, and accordingly we did not report the proceedings in our last issue. Dr. J. M. Atkinson (Acting Colonial Surgeon) presided and there were also present—Hon. F. W. May (Captain Superintendent of Police), Hon. W. Chatham (Acting Director of Public Works), Dr. Clark (Medical Officer of Health), Mr. N. J. Edie, and Mr. H. McCullum (Secretary).

The Secretary read a letter from the Colonial Secretary forwarding the amended by-laws for the consideration of the Board.

The first by-law mentioned was No. 5, which was struck out and referred to the Sanitary Properties Commission.

Mr. Edie—By-law 5 has passed out of our hands and we have nothing to say about it. It has not been passed but referred to somebody else.

The Captain Superintendent of Police—We gave very earnest consideration to this by-law, and it is one which was considered by the experts on this Board—by experts, I mean our late President, Mr. Cooper, and the Medical Officer of Health, who are supposed to know more about the subject than anybody else—and the Board, on their recommendation and by their advice, passed the by-law. Therefore, I think that the Council, having dealt with the by-law and they having been referred to us by His Excellency the Governor, we have nothing further to say about by-law No. 5. I think that a seconding back the by-law, we should express our regret that by-law No. 5 should not have been passed and that we have nothing to do with it.

The Medical Officer of Health—We might also point out the urgent importance of it with respect to the sanitary condition of the colony and hope there will be no delay in the consideration of the by-law. The point is to get something like that passed without delay.

Mr. Edie said he did not know what the official objection to by-law No. 5 was, but it was only light that the Board should have the power to prevent the obstruction of the ventilation of buildings by projections extending out a considerable width, as otherwise such buildings would be put up as to meet in the middle of the street and then there would be no light at all.

The Board then proceeded to consider a small amendment made in by-law 10 of the amended by-laws.

The amendment was approved.

In regard to this by-law the Government would like the Board to state what was, in its opinion, a reasonable notice to be given to occupiers or owners of domestic buildings before such buildings could be entered and inspected by the Inspectors of Nuisances.

The President said this subject was discussed once before and three hours was considered a reasonable notice.

Mr. Edie understood that the Medical Officer of Health was going to arrange for an Inspector of Nuisances to go to a man's premises and tell him he was going to make an inspection. If he did not object the inspection would be made at once, but if there was an objection the Inspector would have to give a reasonable notice.

The Medical Officer of Health said the Sanitary Board is of opinion that in any case in which the occupiers or owners of any building or curtilage offered any objection whatever to the entry for the purpose of ascertaining the sanitary condition thereof, a notice of not less than two hours should be given to the said occupiers or owners. Already under the Medical Officer of Health Ordinance of 1895, section 2, the Medical Officer of Health had power to enter premises between 6 a.m. and 6 p.m. and make an inspection, and provided the occupiers offered any reasonable objection thereto, the Medical Officer of Health had to give two hours' notice to the occupiers.

The Captain Superintendent of Police thought two hours' notice was quite enough.

Mr. Edie said he agreed, but he should like the amendment to be worded that an officer of the Board could go in at once if the occupiers gave him permission.

The Medical Officer of Health said the by-law could not be altered in that way, as section 13 of Ordinance 15 of 1895, under which the by-laws were made, distinctly said that the officers shall enter upon giving reasonable notice. The Board could not add "with the permission of the occupier." But if the occupier said "Come in," he was only reasonable that the Inspector should go in. The by-law would not preclude the immediate entry of the Inspector without permission.

The Captain Superintendent of Police suggested that the Board should write to the Colonial Secretary in the terms of the resolution proposed by the Medical Officer of Health. A man ought to be able to go into premises on getting permission.

Mr. Edie thought that if in an action an Inspector stated that he entered on getting permission he would lose his case, as there was nothing in the by-law which allowed him to do that.

The Captain Superintendent of Police contended that there was nothing to prevent a man giving permission to an Inspector to enter his house if he liked.

The Medical Officer of Health said the Board was simply asked for an expression of opinion on the point.

The Captain Superintendent of Police said the word would be quashed if the Inspector always had to give two hours' notice.

Mr. Edie agreed. It was exactly that difficulty which he wished to prevent. He wanted to be quite sure that the Board would not be interfered with if an Inspector entered premises on being given permission.

The Captain Superintendent of Police seconded the resolution of Dr. Clark and it was unanimously carried.

The second amendment in this by-law was also agreed to, as was also the amendment in No. 14 of the amended by-laws.

The amendment in by-law 25 of the amended by-laws was then considered. The amendment gave power to only the Medical Officer of Health for to such officers as may be appointed by the Board with the approval of the Governor to take steps to have furniture and goods removed from premises.

Mr. Edie—When these by-laws came before me first I had objections to this sort of power being conferred upon subordinate officers. The Captain Superintendent of Police—in the Legislative Council the other day no notice whatever was taken of the words "specially authorized in writing by the said Board." The Council took it to mean that any officer could go in and do all such things. That is not so. It is only "any officer of the Board specially authorized in writing" and it was distinctly understood that the Board would exercise its discretion in selecting its officers.

Of course the difficulty is to get the men. If we had as much plague as we had last year you would require two men, besides Dr. Clark, in the city here, one man for the villages of Aberdeen, Shaanwan, &c., and another man for the Kowloon peninsula—four men in addition to Dr. Clark.

Mr. Edie—The amendment is only a verbal alteration, in my opinion. All we have got to do is to get the approval of the Governor when we appoint officers to have power to remove cockroaches, and the whole thing will be done. They do not want the Board to make the appointments without the approval of the Governor.

The Acting Director of Public Works—It is a sort of additional assurance to the public generally. The Governor—I was writing to the Governor. The Governor would, I am sure, appoint properly qualified men. But as far as one can gather from the newspaper report of what occurred in the Legislative Council, the members would not be satisfied with any subordinate officer that the Board put forward. For instance, they objected to the Chief Inspector of Nuisances. If you search the whole of Hongkong throughout its length and breadth you probably would not find a better or more trustworthy officer than the Chief Inspector of Nuisances. He is a man who speaks Chinese very well, has been twenty years' experience, and he is universally respected and liked by the Chinese community. If you are going to eliminate a man simply because he is a subordinate officer of the Board I do not see how you are going to get satisfactory men to do the work.

Mr. Edie—All we should have to do would be to appoint that man and get the approval of the Governor. I think we had better pass the amendment.

The Captain Superintendent of Police—I have no objection to the amendment as it stands, but I think we had better select some officers now, as the plague may occur now or tomorrow, or any day, and we can send their names to the Governor, so that we can have everything cut and dried.

Mr. Edie—Let us have the by-law passed and then we can select the officers.

The Medical Officer of Health said it was necessary to have in the by-law "any officer specially authorized by the said Board." That would authorize the officers of Nuisances, and they had power to enter premises whether there was plague or not. A man can do certain work when there is no epidemic and, according to this by-law, he had to get special authority when there was an epidemic. He would be simply doing his ordinary duty. The point had been overlooked.

The Captain Superintendent of Police thought it would be better to retain the words, if possible. The Medical Officer of Health—it would only be a waste of time.

The Captain Superintendent of Police—I think that everybody in the Legislative Council is other-day, entirely overlooked these words. There is no reference to it in the report.

The Medical Officer of Health moved that the words "specially authorized in writing by the said Board under the hand of its Secretary" be deleted.

The President said that if there was another alteration the by-laws would be again referred to the Attorney-General.

The Secretary said the Board could easily get the names written on the morning and the whole thing would be ready.

The Captain Superintendent of Police pointed out that the Board might have to get the assistance of a lawyer or five soldiers or police. If one man was taken there would have to be a special meeting of the Board in order to give authority to his successor.

Mr. Edie seconded Dr. Clark's resolution. The Captain Superintendent of Police said the by-law as it stood would certainly be unworkable. The resolution was then put and carried unanimously.

The other amendments in the by-law were agreed to.

It was then resolved to forward the by-laws with the suggestion to the Governor.

A. S. WATSON AND CO. LIMITED.

The following is the report of the General Manager for the year ending the 31st December, 1895, for presentation to the shareholders at the twelfth annual ordinary general meeting of the Company (since its registration) to be held at the Company's Dispensary on Saturday, the 22nd May, at noon, at 10 o'clock.

To the shareholders of A. S. Watson & Co. Limited.

Gentlemen—I beg to lay before you a statement of the Company's business, with a balance sheet for the year ending the 31st December, 1895.

The net profits of the Company for the twelve months under review, after paying all charges, including general management, and providing for all bad and doubtful debts, and with the addition of \$8,055.44 brought forward from last year, amount to \$77,574.48.

From this there has been written off for depreciation of furniture, fixtures, utensils of trade, and machinery..... \$5,151.52

Leaving an available balance of... \$72,422.96

We paid an interim dividend of 5 per cent in November last, amounting to \$30,000.00.

To pay a further dividend of 5 per cent, (making 10 per cent for the year), which will absorb..... 30,000.00

To carry forward to 1897 account..... 12,422.96

\$ 72,422.96

The net profits of our business in the Philippine Islands for last year were considerably reduced owing to the operations of the rebellion against the Government, which stopped communication with our customers in the provinces and interfered with the arrangements of many of those who regularly buy from us in Manila.

The Company's accounts in London have been audited by Messrs. Hogg, Bankart and Warrington, chartered accountants, and those at the Head Office by Mr. Francis Malland. The business of the Company continues to be progressive and satisfactory.

JNO. D. HUMPHREYS, General Manager.

By his Attorney, JOHN D. HUMPHREYS & SON, Hongkong, 11th May, 1897.

NOVEL PETITION TO THE HOUSE OF COMMONS.

Acting on a suggestion thrown out by the *Sporting*, the *Starling*, *League*, at home have drafted a petition to Parliament on the subject of racetrack betting. The petition, to which all who approve are invited to subscribe, is as follows:

To the Honourable the Commons of Great Britain and Ireland in Parliament assembled: The humble Petition of the undersigned sheweth:

1.—That your petitioners are interested in the maintenance of all British sports, games, and recreations and in the liberty of the people to enjoy the same without vexatious interference.

2.—That by a recent decision of the County Council or star of which your petitioners can conveniently watch racing, football matches or other similar competitions, has been declared to be an illegal place should betting be carried on in it.

3.—That your petitioners are well aware that betting is inevitable where any large number of persons is assembled to witness any exciting competition such as a football match, and your petitioners are therefore disabled from enjoying a view of such sports or games unless they resort to illegal places.

4.—That your petitioners are sorely desirous of abiding by the law of the land and in no way participating directly or indirectly in illegality, but they feel it a grievous hardship that under the decision aforesaid they should be debarred, unless they go to a public house, from the recreation which they have been accustomed to enjoy.

Your petitioners therefore pray that, without encouraging or facilitating gambling, the law may be so amended as to permit of their lawful attendance in racetrack or other enclosures, and that the occurrence of betting therein may not render such enclosures illegal places.

And your petitioners, as in duty bound, will ever pray.

NOT A D A. CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1895.

Barometer.....29.867
Thermometer.....76.2
Humidity.....84
Rainfall.....15.00

TO-DAY.

WEATHER REPORT.

On date at On date at
Barometer.....29.98 20.88
Thermometer.....84 87
Humidity.....75 65
Rainfall.....

TO-DAY.

Friday, 14th May, 1897.

Chinese—15th of 4th moon of 23rd year of K'uang-shi.

Jewish—13th Iyar, 5657.

Mohammedan—18th Dhu'l-hijja, 1214.

Sun—Rises.....6hr. 25min.
Sets.....6hr. 21min.
High water—Morning.....6hr. 50min.
Afternoon.....7hr. 35min.
Low water—Morning.....6hr. 15min.
Afternoon.....1hr. 40min.

ANNIVERSARIES.

1878—Assassination of Okubo Toshimichi, Minister of the Home Department, at Tokyo.

1886—Sir John Walsham arrived in Hongkong on his way to Peking.

TO-MORROW.

Saturday, 15th May, 1897.

Chinese—16th of 4th moon of 23rd year of K'uang-shi.

Jewish—14th Iyar, by harbers.

Mohammedan—19th Dhu'l-hijja, 1214.

Sun—Rises.....6hr. 21min.
Sets.....6hr. 25min.
High water—Morning.....6hr. 50min.
Afternoon.....7hr. 35min.
Low water—Morning.....6hr. 15min.
Afternoon.....1hr. 40min.

ANNIVERSARIES.

1891—Wreck of the British steamer *Albany* at Matsushima. Anti-foreign riot in Hobei district.

1896—Disastrous cyclone in Texas.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Kaituma*) to-morrow.

Australian (*Talyuan*) to-morrow.

Indian (*Lighthouse*) 17th inst.

Tacoma (*Tacoma*) 17th inst.

Australian (*Toko Maru*) 21st inst.

French (*Colindale*) 22nd inst.

German (*Prussien*) 3rd prox.

THE Agents (Messrs. Dodwell, Carill & Co.) inform us that the "Mogul" Line steamer *Apodi* left Singapore for this port yesterday, and is due here on or about the 19th inst.

SHIPPING RETURNS.

From 5 p.m. Saturday to 6 p.m. to-day.

ARRIVALS.

Atk.....steamer, from Hobei

Lyons....." " Canton

India....." " Helber

Namoa....." " Coast Forts

Jagabaya....." " Saigon

Dayard....." " Saigon

Aggregating 11,004 tons register.

DEPARTURES.

Prosper.....steamer, for Kuichinotun

Holliday....." " Newchwang

Fava Yang....." " Bangkok

Choyang....." " Shanghai

Zofra....." " Manila

Aladdin....." " Shanghai

Braymar....." " Tacoma

Aggregating 9,997 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Empress of Japan.....in Kowloon Dock.

Strathallan....." " "

Rosa Christina....." " "

Onna....." " "

Atrile....." " Cosmopolitan

Rio....." " "

SWATOW.

Arrivals.....from Agents.

May 12 Takung, C'lo & N'ang, J. M. & Co.

13 Namoa.....Amoy, J. M. & Co.

13 Shanlung.....Hongkong, B. & S.

13 Tachung.....Hongkong, L. & H.

Departures.....for Agents.

May 13 Namoa.....Hongkong, J. M. & Co.

13 Saigon.....Shanghai, B. & S.

13 Yangtze.....Shanghai, C.M.S.N. Co.

1st Port-Takung, Shanlung, Tachung.

ONE THOUSAND LLAMAS LADEN WITH GOLD.

Who doesn't like to read about buried treasure? What a wonderful discovery! Shining gold, sparkling gems! Things for which we have not been obliged to stoop or toiling through the mud of the earth. They make work seem like slavery and wages like pinches of common dust. Yet that such hidden masses of wealth exist there is no doubt. But where are they?

About four centuries ago the Emperor of Peru was a captive in the hands of the Spaniards. His people sent a train of 1,000 llamas (a small beast of burden resembling a camel) laden with gold to ransom him. While on their way, crossing the Andes mountains, the men in charge of the expedition heard of the death of the Emperor, and concealed this enormous treasure so effectively that not a trace of it has ever been found. Go and dig it up, and you will never again feel the sting of poverty.

But alas! the broken down hard on the wheels of your imagination. What was money to Robinson Crusoe? What would the wealth of Peru have been to Mrs. Jane Stranks, during a week's period of eighteen months that he tells about? Dust, my dear fellow, countless pinches of common dust. Here in the reason why—one more picture of the fearful furnace in which all earthly desires are melted into one prayer—"O, God, deliver me from

Intimations.

"ESSETS"

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

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66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE CLUB HOTEL, 5, BUND, YOKOHAMA.

HOTEL METROPOLE, 1, TSURUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maîtres in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

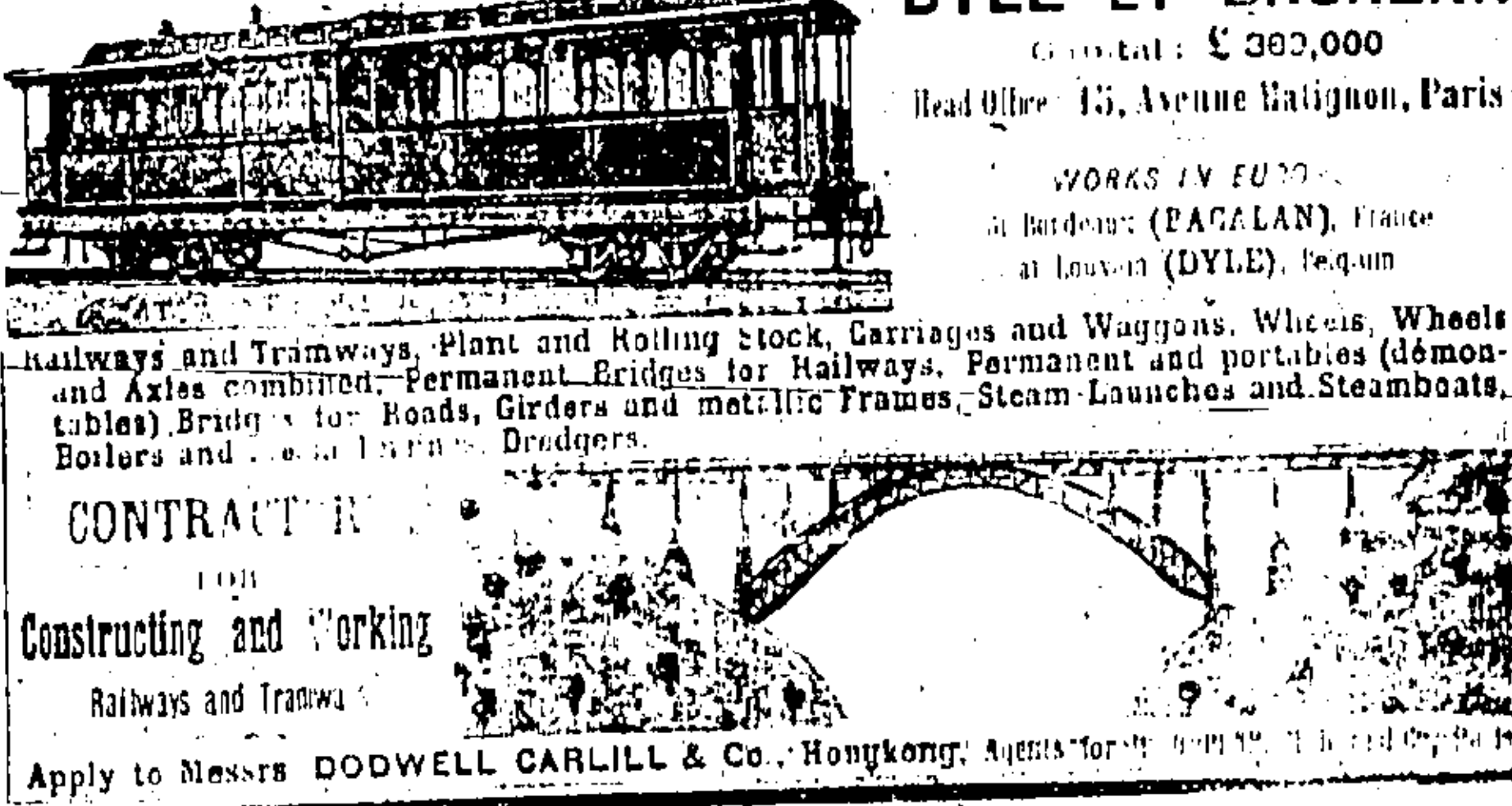
Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN



COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS, Hongkong, & Co.

Shipping.

STEAMERS.



NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"SAKURA MARU."

Captain W. Brady, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at 4 P.M.

Excellent Accommodation on board for First-class Passengers.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 14th May, 1897. [797]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"ONI MARU."

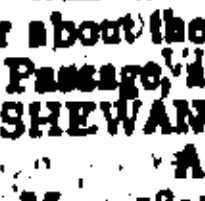
Captain C. Young, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 4th April, 1897. [746]



NIPPON YUSEN KAISHA.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

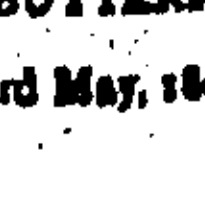
"ALADDIN."

Captain Schmitt, will be despatched for the above Ports on or about the 23rd inst.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th May, 1897. [759]



NIPPON YUSEN KAISHA.

OCEAN STEAMSHIP COMPANY.

FOR HAVRE, HAMBURG AND LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain Jackson, will be despatched as above on or about THURSDAY, the 27th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1897. [790]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Robson, will be despatched for the above Ports TO-MORROW, the 15th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 14th May, 1897. [795]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain R. Cass, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th May, 1897. [773]

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG AND LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON."

Captain Grier, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th May, 1897. [702]

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain G. Heermann, will be despatched for the above Port TO-MORROW, the 15th inst., at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., General Managers.

Hongkong, 13th May, 1897. [794]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO."A.

Captain Hall, will be despatched for the above Ports on SUNDAY, the 16th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 13th May, 1897. [796]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"KALGAN."

Captain Phillips, will be despatched as above on SUNDAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th May, 1897. [777]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"TAKSANG."

Captain Rolph, will be despatched as above on MONDAY, the 17th inst., at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st May, 1897. [723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIWAN."

Captain Moore, will be despatched as above on TUESDAY, the 18th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1897. [775]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK.

NAGASAKI, FUSAN AND GENSAN.

RETURNING.

VIA GENSAN, FUSAN, KOBE, SHIMONOSEKI, NAGASAKI, FUCHOW AND AMOY.

THE Company's Steamship

"NAGATO MARU."

Captain M. Nishimura, will be despatched as above on FRIDAY, the 14th inst., at 4 P.M.

This Steamer is specially fitted with Superior Passenger Accommodation, and is lighted by Electricity throughout.

A good opportunity is therefore offered to persons desirous of enjoying a Summer trip to the North.

Passengers are allowed to break their journey at any point en route, and connection may be made at Korean or Japan ports with the other Lines of the Company. Return Tickets issued.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 13th May, 1897. [795]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"FALLS OF DEE."

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897. [844]

FOR NEW YORK.

THE 100 A.T. British Ship

"CLAN MACKENZIE."

Captain Miles, shortly expected from Shanghai will load here for the above Port, and will have quick despatch.

For Freight, apply to

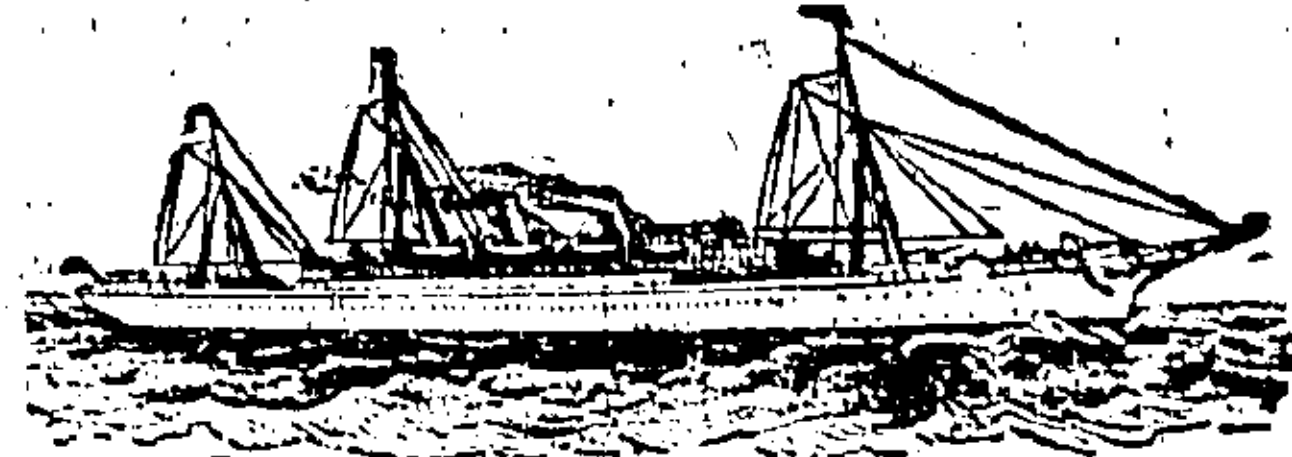
ARNHOLD, KARBERG & Co., Agents.

Hongkong, 3rd May, 1897. [745]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY. This route is the shortest and most direct from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 5, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway Dining Cars and Mountain Hotels of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 28th April, 1897. [13]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 20th May, at Daylight.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 17th June, at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 23rd April, 1897. [12]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1897. [9]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma [2549] Tuesday ... May 25.

Victoria [2167] Tuesday ... June 15.

Olympia [2608] Tuesday ... July 6.

Paitan [2709] Tuesday ... July 27.

THE Steamship "TACOMA."

Captain Whistler, sailing at Noon, on TUESDAY the 25th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th April, 1897. [14]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain F. H. Seymour, carrying Her Majesty's Mails, will be despatched for LONDON (via BOMBAY) on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 7th May, 1897. [15]

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prins Heinrich Tuesday ... 15th May.

Prinsess Tuesday ... 22nd June.

Sachsen Tuesday ... 20th July.

Bayern Tuesday ... 17th Aug.

Prins Heinrich Tuesday ... 14th Sept.

Prinsess Tuesday ... 12th Oct.

Sachsen Tuesday ... 9th Nov.

Bayern Tuesday ... 7th Dec.

Prins Heinrich Tuesday ... 4th Jan.

ON TUESDAY, the 25th day of May, 1897, at 11 A.M., the Company's Steamship "PRINZ HEINRICH" Captain O. Coppen, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 24th May, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 24th May. Contents of Packages are required. No Parcel Receipt will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.